(Old Series No. 11.)

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

#3 11/14/93

TIME TABLE No. 1

(NEW FORM AND SERIES)

Used 10/2/94

FOR THE

Oakland, Alameda AND Berkeley Branches

OF THE

WESTERN DIVISION.

TO TAKE EFFECT SATURDAY, AUG. 12, 1893, AT 3.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. D. WILDER,
Div. Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

J. H. THOMPSON,
Asst. Div. Superintendent.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

FROM SAN FRANCISCO.

41	39	37	35	33	31	29	27	25	23	21	19	17	15	13	11	9	7	5	3	1	DISTANCE FROM FRUITVALE.	TIME TABLE No. 1, August 12, 1893.
Daily. Foot-note.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.		
A M LV 9.30	A M LV 9.30	.....	A M LV 9.00	A M LV 9.00	A M LV 8.30	A M LV 8.30	A M LV 8.00	A M LV 8.00	A M LV 7.30	A M LV 7.30	A M LV 7.00	A M LV 7.00	.....	A M LV 6.30	A M LV 6.30	.....	A M LV 6.00	A M LV 6.00	.....	.....	*0.00*	....San Francisco
9.48	9.48	.....	9.18	9.18	8.48	8.48	8.18	8.18	7.48	7.48	7.18	7.18	.....	6.48	6.48	.....	6.18	6.18	.....	.....	*4.50*	....Oakland Pier
																						Steamer.
[1]	[4]		[3]	[2]	[5]	[1]	[4]	[3]	[2]	[5]	[1]	[4]		[3]	[2]	[4]	[5]	[1]	[10]	[11]		Week-day run.
9.53	9.52	.....	9.23	9.22	8.53	8.52	8.23	8.22	7.53	7.52	7.23	7.22	.....	6.53	6.52	.....	6.23	6.22	.....	.....	*4.50*	....Oakland Pier
10.04	.....	.....	9.34	.....	9.04	.....	8.34	.....	8.04	.....	7.34	.....	.....	7.04	.....	.....	6.34	.....	.....	.....	*7.18*	2.68 ....Market St
.....	10.02	.....	.....	9.32	.....	9.02	.....	8.32	.....	8.02	.....	7.32	.....	.....	7.02	.....	.....	6.32	.....	.....	*7.70*	0.52 ....Broadway
.....	10.05	.....	.....	9.35	.....	9.05	.....	8.35	.....	8.05	.....	7.35	.....	.....	7.05	.....	.....	6.35	.....	.....	*8.21*	0.51 ....Oak St
10.09	.....	.....	9.39	.....	9.09	.....	8.39	.....	8.09	.....	7.39	.....	.....	7.09	.....	.....	6.39	.....	.....	.....	*8.77*	0.56 ....Clinton
10.12	.....	A M LV 9.10	9.42	.....	9.12	.....	8.42	.....	8.12	.....	7.42	.....	A M LV 6.45	7.12	.....	A M LV 6.15	6.42	.....	A M LV 5.45	A M LV 5.15	*9.35*	0.58 ....East Oakland
Foot-note } **10.20**	.....	9.15	9.50	.....	9.20	.....	8.50	.....	8.20	.....	7.50	.....	6.50	7.20	.....	6.20	6.50	.....	5.50	5.20	*10.72*	1.37 ....Fruitvale
A M AR 5	A M AR 4	A M AR 10	A M AR 3	A M AR 2	A M AR 1	A M AR 5	A M AR 4	A M AR 3	A M AR 2	A M AR 1	A M AR 5	A M AR 4	A M AR 1	A M AR 3	A M AR 2	A M AR 4	A M AR	A M AR	A M AR 11	A M AR		Sunday run.
																						Via Seventh Street.

FOOT-NOTE.—Train No. 41 will have right of track to Fruitvale against Train No. 44 until 10.30 A. M.

Flagmen will be placed at Franklin Street, Broadway and Washington Street until trains from the 7.00 P.M. boat have passed up. Trains that do not stop at Broadway will slow down and watch carefully for signals from the flagman in crossing that street. They will also run with care while passing the train standing on the siding at Oak Street; in fact, special care must be used while running east of Clay Street. While it is the intention that certain trains shall not stop, it is the desire that no reckless running shall be done, but that trains shall be kept moving at a safe and reasonable rate of speed.

Trains passing through stations at which they do not stop will do so without working steam, running with care, although the speed need not be reduced, unless in case of emergency, beyond the natural drop in speed consequent on shutting off the steam when entering the stations; and, in case steam has to be used in going through a station, the engine should be worked in such a manner as to make as little noise as possible.

61	59	57	55	53	51	49	47	45	43		
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
Noon LV 12.00 P M	Noon LV 12.00 P M	A M LV 11.30	A M LV 11.30	A M LV 11.00	A M LV 11.00	A M LV 10.30	A M LV 10.30	A M LV 10.00	A M LV 10.00	*0.00*	....San Francisco
12.18	12.18	11.48	11.48	11.18	11.18	10.48	10.48	10.18	10.18	*4.50*	....Oakland Pier
											Steamer.
[1]	[6]	[3]	[2]	[5]	[1]	[4]	[3]	[2]	[5]		Week-day run.
12.23	12.22	11.53 P M	11.52	11.23	11.22	10.53	10.52	10.23	10.22	*4.50*	....Oakland Pier
12.34	.....	12.04	.....	11.34	.....	11.04	.....	10.34	.....	*7.18*	2.68 ....Market St
.....	.....	12.32	P M 12.02	.....	11.32	.....	11.02	.....	10.32	*7.70*	0.52 ....Broadway
.....	.....	12.35	.....	12.05	.....	11.35	.....	11.05	.....	10.35	*8.21*	0.51 ....Oak St
.....	12.39	.....	12.09	.....	11.39	.....	11.09	.....	10.39	.....	*8.77*	0.56 ....Clinton
.....	12.42	.....	12.12	.....	11.42	.....	11.12	.....	10.42	.....	*9.35*	0.58 ....East Oakland
.....	12.50	.....	12.20	.....	11.50	.....	11.20	.....	10.50	.....	*10.72*	1.37 ....Fruitvale
	P M AR 5	P M AR 6	P M AR 3	P M AR 2	A M AR 1	A M AR 5	A M AR 4	A M AR 3	A M AR 2	A M AR 1		Sunday run.
												Via Seventh Street.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Clinton, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

Trains will avoid meeting or passing each other between Webster and Clay Streets. When trains are on time the meets should come east of Webster Street. Whenever an east-bound train is delayed, and is not in sight at Market Street, the west-bound train will proceed, and the east-bound train must not pass Clay Street until the opposing train has been met.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — ——— —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineer of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

TIME TABLE No. 1, August 12, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.	2 Daily, Ex. Sun.	4 Daily, Ex. Sun.	6 Daily.	8 Daily.	10 Daily.	12 Daily, Ex. Sun.	14 Sunday Only.	16 Daily.	18 Daily.	20 Daily.	22 Daily.	24 Daily.	26 Daily.	28 Daily.	30 Daily.	32 Daily.	34 Daily.	36 Daily.	38 Daily.	40 Daily.	42 Daily.
....San Francisco ..... Steamer. 4.50	10.72	A M AR 6.15	A M AR 6.15	A M AR 6.45	A M AR 6.45	A M AR 7.15	A M AR 7.15	A M AR 7.15	A M AR 7.45	A M AR 7.45	A M AR 8.15	A M AR 8.15	A M AR 8.45	A M AR 8.45	A M AR 9.15	A M AR 9.15	A M AR 9.45	A M AR 9.45	A M AR 10.15	A M AR 10.15	A M AR 10.45	A M AR 10.45
....Oakland Pier.....	6.22	5.55	5.55	6.25	6.25	6.55	6.55	6.55	7.25	7.25	7.55	7.55	8.25	8.25	8.55	8.55	9.25	9.25	9.55	9.55	10.25	10.25
Week-day run ☞		1	5	2	3	4	1		5	2	3	4	1	5	2	3	4	1	5	2	3	4
....Oakland Pier 2.68	6.22	5.50	5.52	6.20	6.22	6.50	6.52	6.52	7.20	7.22	7.50	7.52	8.20	8.22	8.50	8.52	9.20	9.22	9.50	9.52	10.20	10.22
....Market St 0.52	3.54	5.39	.....	6.09	.....	6.39	.....	.....	7.09	.....	7 39	.....	8.09	.....	8.39	.....	9.09	.....	9.39	.....	10.09	.....
....Broadway 0.51	3.02	.....	5.44	.....	6.14	.....	6.44	6.44	.....	7.14	.....	7.44	.....	8.14	.....	8.44	.....	9.14	.....	9.44	.....	10.14
....Oak St 0.56	2.51	.....	5.41	.....	6.11	.....	6.41	6.41	.....	7.11	.....	7.41	.....	8.11	.....	8.41	.....	9.11	.....	9.41	.....	10.11
....Clinton..... 0.58	1.95	5.34	.....	6.04	.....	6.34	.....	.....	7.04	.....	7.34	.....	8.04	.....	8.34	.....	9.04	.....	9.34	.....	10.04	.....
....East Oakland 1.37	1.37	5.32	*5.38	6.02	*6.08	6.32	.....	*6.38	7.02	.....	7.32	.....	8.02	.... .	8.32	.....	9.02	.....	9.32	.....	10.02	.....
....Fruitvale	0.00	.....	.....	.....	.....	6.27	.....	.....	6.57	.....	7.27	.....	7.57	.....	8.27	.....	8.57	.....	9.27	.....	9.57	.....
Sunday run ☞		A M LV	A M LV	A M LV 2	A M LV 3	A M LV 4	A M LV	A M LV 5	A M LV 1	A M LV 2	A M LV 3	A M LV 4	A M LV 5	A M LV 1	A M LV 2	A M LV 3	A M LV 4	A M LV 5	A M LV 1	A M LV 2	A M LV 3	A M LV 4

	DISTANCE FROM FRUITVALE.	44 Daily, Ex. Sun. Foot-note.	46 Daily.	48 Daily.	50 Daily.	52 Daily.	54 Daily.	56 Daily.	58 Daily.
....San Francisco ..... Steamer. 4.50	10.72	.....	A M AR 11.15	A M AR 11.15	A M AR 11.45	A M AR 11.45	P M AR 12.15	P M AR 12.15	P M AR 12.45
....Oakland Pier	6.22	. .....	10.55	10.55	11.25	11.25	P M 11.55	P M 11.55	12.25
Week-day run ☞		11	1	5	2	3	6	1	5
....Oakland Pier 2.68	6.22	.....	10.50	10.52	11.20	11.22	11.50	11.52	12.20
....Market St 0.52	3.54	.....	10.39	.....	11.09	.....	11.39	..... .	12.09
....Broadway 0.51	3.02	.....	.. ....	10.44	.....	11.14	.....	11.44	.....
....Oak St 0.56	2.51	.....	.....	10.41	.....	11.11	.....	11.41	.....
....Clinton..... 0.58	1.95	.....	10.34	.....	11.04	.....	11.34	... ...	12.04
....East Oakland 1.37	1.37	A M AR 10.25	10.32	.....	11.02	.....	11.32	.....	12.02
....Fruitvale	0.00	Foot-note 10.20	10.27	.....	10.57	.....	11.27	.....	P M 11.57
Sunday run ☞		A M LV	A M LV 5	A M LV 1	A M LV 2	A M LV 3	A M LV 6	A M LV 5	A M LV 1

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*This train will not carry passengers between East Oakland and Oak Street, and the doors of the cars must be kept locked between these points.

Flagmen will be placed at Franklin Street, Broadway and Washington Street until trains from the 7.00 P. M. boat have passed up. Trains that do not stop at Broadway will slow down and watch carefully for signals from the flagman in crossing that street. They will also run with care while passing the train standing on the siding at Oak Street; in fact, special care must be used while running east of Clay Street. While it is the intention that certain trains shall not stop, it is the desire that no reckless running shall be done, but that trains shall be kept moving at a safe and reasonable rate of speed.

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WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

FROM SAN FRANCISCO.

103	101	99	97	95	93	91	89	87	85	83	81	79	77	75	73	71	69	67	65	63	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 1, August 12, 1893.
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
5.00	5.00	4.30	4.30	4.00	4.00	3.30	3.30	.....	3.00	3.00	2.30	2.30	2.00	2.00	1.30	1.30	1.00	1.00	12.30	12.30	*0.00*	....San Francisco ..... Steamer.
																						4.50
5.18	5.18	4.48	4.48	4.18	4.18	3.48	3.48	.....	3.18	3.18	2.48	2.48	2.18	2.18	1.48	1.48	1.18	1.18	12.48	12.48	*4.50*	....Oakland Pier.....
8	6	9	7	4	8	6	9	11	7	4	8	6	3	7	5	8	6	3	2	5		Week-day run.
5.23	5.22	4.53	4.52	4.23	4.22	3.53	3.52	.....	3.23	3.22	2.53	2.52	2.23	2.22	1.53	1.52	1.23	1.22	12.53	12.52	*4.50*	....Oakland Pier.....
																						2.68
5.34	.....	5.04	.....	4.34	.....	4.04	.....	.....	3.34	.....	3.04	.....	2.34	.....	2.04	.....	1.34	.....	1.04	.....	*7.18*	....Market St.....
																						0.52
.....	5.32	.....	5.02	.....	4.32	.....	4.02	.....	.....	3.32	.....	3.02	.....	2.32	.....	2.02	.....	1.32	.....	1.02	*7.70*	....Broadway..... Via Seventh Street.
																						0.51
.....	5.35	.....	5.05	.....	4.35	.....	4.05	.....	.....	3.35	.....	3.05	.....	2.35	.....	2.05	.....	1.35	.....	1.05	*8.21*	....Oak St.....
																						0.56
5.39	.....	5.09	.....	4.39	.....	4.09	.....	.....	3.39	.....	3.09	.....	2.39	.....	2.09	.....	1.39	.....	1.09	.....	*8.77*	....Clinton.....
								P M LV														0.58
5.42	.....	5.12	.....	4.42	.....	4.12	.....	3.10	3.42	.....	3.12	.....	2.42	.....	2.12	.....	1.42	.....	1.12	.....	*9.35*	....East Oakland .....
																						1.37
5.50	.....	5.20	.....	4.50	.....	4.20	.....	3.15	3.50	.....	3.20	.....	2.50	.....	2.20	.....	1.50	.....	1.20	.....	*10.72*	....Fruitvale.....
P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR		
8	6	9	7	4	8	6	9		7	4	8	6	3	7	1	8	6	3	2	1		Sunday run.

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	133	131	129	127	125	123	121	119	117	115	113	111	109	107	105		
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily,	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily,	Daily,		
	A M LV	P M LV	P M LV		P M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
.....	12.15	11.15	10.05	.....	9.00	8.00	.....	7.00	7.00	6.30	6.30	6.00	6.00	5.30	5.30	*0.00*	....San Francisco ..... Steamer.
																	4.50
.....	12.33	11.33	10.23	.....	9.18	8.18	.....	7.18	7.18	6.48	6.48	6.18	6.18	5.48	5.48	4.50	....Oakland Pier .....
	9	9	9	8	9	8	6	9	7	4	8	6	9	7	4		Week-day run.
.....	12.36	11.36	10.26	P M LV 9.26	9.21	8.21	P M LV 7.33	7.23	7.22	6.53	6.52	6.23	6.22	5.53	5.52	*4.50*	....Oakland Pier .....
																	2.68
.....	.....	.....	.....	.....	.....	.....	.....	7.34	.....	7.04	.....	6.34	.....	6.04	.....	*7.18*	....Market St .....
																	0.52
.....	12.48	11.48	10.38	9.42	9.35	8.35	7.43	.....	7.32	.....	7.02	.....	6.32	.....	6.02	*7.70*	....Broadway ..... Via Seventh Street.
				No Cars, Engine only.			Will make no stops.										0.51
.....	.....	.....	.....	.....	.....	.....	.....	.....	7.35	.....	7.05	.....	6.35	.....	6.05	*8.21*	....Oak St.....
																	0.56
.....	.....	.....	.....	.....	.....	.....	.....	7.39	.....	7.09	.....	6.39	.....	6.09	.....	*8.77*	....Clinton.....
																	0.58
.....	12.56	11.56	10.46	9.50	9.43	8.43	7.50	7.42	*7.38	7.12	.....	6.42	.....	6.12	.....	*9.35*	....East Oakland .....
		A M															1.37
.....	.....	12.03	10.53	.....	9.50	8.50	.....	.....	.....	7.20	.....	6.50	.....	6.20	.....	*10.72*	....Fruitvale.....
	A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR		
	9	9	9	8	9	8	6	9	7	4	8	6	9	7	4		Sunday run.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

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WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

TIME TABLE No. 1, August 12, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.	60 Daily.	62 Daily.	64 Daily.	66 Daily.	68 Daily.	70 Daily.	72 Daily.	74 Daily.	76 Daily.	78 Daily.	80 Daily.	82 Daily.	84 Daily.	86 Daily.	88 Daily.	90 Daily.	92 Daily.	94 Daily.	96 Daily.	98 Daily.	100 Daily.
...San Francisco..... .... Steamer. 4.50	10.72	P M AR 12.45	1.15	1.15	1.45	1.45	2.15	2.15	2.45	2.45	3.15	3.15	3.45	3.45	4.15	4.15	4.45	4.45	5.15	5.15	5.45	5.45
...Oakland Pier	6.22	12.25	12.55	12.55	1.25	1.25	1.55	1.55	2.25	2.25	2.55	2.55	3.25	3.25	3.55	3.55	4.25	4.25	4.55	4.55	5.25	5.25
Week-day run. ☞		2	3	6	8	5	7	3	6	8	4	7	9	6	8	4	7	9	6	8	4	7
....Oakland Pier 2.68	6.22	12.22	12.50	12.52	1.20	1.22	1.50	1.52	2.20	2.22	2.50	2.52	3.20	3.22	3.50	3.52	4.20	4.22	4.50	4.52	5.20	5.22
....Market St 0.52	3.54	.....	12.39	.....	1.09	.....	1.39	.....	2.09	.....	2.39	.....	3.09	.....	3.39	.....	4.09	.....	4.39	.....	5.09	.....
....Broadway 0.51	3.02	12.14	.....	12.44	.....	1.14	.....	1.44	.....	2.14	.....	2.44	.....	3.14	.....	3.44	.....	4.14	.....	4.44	.....	5.14
....Oak St 0.56	2.51	12.11	.....	12.41	.....	1.11	.....	1.41	.....	2.11	.....	2.41	.....	3.11	.....	3.41	.....	4.11	.....	4.41	.....	5.11
....Clinton..... 0.58	1.95	.....	12.34	.....	1.04	.....	1.34	.....	2.04	.....	2.34	.....	3.04	.....	3.34	.....	4.04	.....	4.34	.....	5.04	.....
....East Oakland 1.37	1.37	.....	12.32	.....	1.02	.....	1.32	.....	2.02	.....	2.32	.....	3.02	.....	3.32	.....	4.02	.....	4.32	.....	5.02	.....
....Fruitvale	0.00	.....	12.27	.....	12.57	.....	1.27	.....	1.57	.....	2.27	.....	2.57	.....	3.27	.....	3.57	.....	4.27	.....	4.57	.....
Sunday run. ☞		P M LV 2	P M LV 3	P M LV 6	P M LV 8	P M LV 1	P M LV 7	P M LV 3	P M LV 6	P M LV 8	P M LV 4	P M LV 7	P M LV 9	P M LV 6	P M LV 8	P M LV 4	P M LV 7	P M LV 9	P M LV 6	P M LV 8	P M LV 4	P M LV 7

	DISTANCE FROM FRUITVALE.	102 Daily.	104 Daily.	106 Daily.	108 Daily.	110 Daily.	112 Daily.	114 Daily.	116 Daily.	118 Daily.	120 Daily.	122 Daily.	124 Daily.	126 Daily.	128 Daily.	130 Daily.	132 Daily.
....San Francisco..... Steamer. 4.50	10.72	P M AR 6.15	6.15	6.45	6.45	7.15	7.15	7.45	7.45	.....	.....	P M AR 8.45	9.45	10.50	Midn. AR 12.00	.....	.....
....Oakland Pier	6.22	5.55	5.55	6.25	6.25	6.55	6.55	7.25	7.25	.....	.....	8.25	9.25	10.30	Midn. 11.40	.....	.....
Week-day run. ☞		9	6	8	4	7	9	6	8	4	11	9	8	9	9	9	13
....Oakland Pier 2.68	6.22	5.50	5.52	6.20	6.22	6.50	6.52	7.20	7.22	.....	.....	8.22	9.22	10.22	11.33	A M AR 12.30	.....
....Market St 0.52	3.54	5.39	.....	6.09	.....	6.39	.....	7.09	.....	.....	.....	.....	.....	.....	.....	.....	.....
....Broadway 0.51	3.02	.....	5.44	.....	6.14	.....	6.44	.....	7.14	.....	.....	8.09	9.09	10.09	11.19	.....	.....
....Oak St 0.56	2.51	.....	5.41	.....	6.11	.....	6.41	.....	7.11	.....	.....	.....	.....	.....	.....	.....	.....
....Clinton..... 0.58	1.95	5.34	.....	6.04	.....	6.34	.....	7.04	.....	.....	.....	.....	.....	.....	.....	.....	.....
....East Oakland 1.37	1.37	5.32	.....	6.02	.....	6.32	.....	7.02	.....	P M AR 7.30	P M AR 7.55	8.00	9.00	10.00	11.10	12.15	A M AR 1.08
....Fruitvale	0.00	5.27	.....	5.57	.....	6.27	.....	6.57	.....	7.23	7.50	.....	8.55	9.55	11.05	12.06	1.03
Sunday run. ☞		P M LV 9	P M LV 6	P M LV 8	P M LV 4	P M LV 7	P M LV 9	P M LV 6	P M LV 8	P M LV 4	P M LV 11	P M LV 9	P M LV 8	P M LV 9	P M LV 9	A M LV 9	A M LV 13

Flagmen will be placed at Franklin Street, Broadway and Washington Street until trains from the 7.00 P. M. boat have passed up. Trains that do not stop at Broadway will slow down and watch carefully for signals from the flagman in crossing that street. They will also run with care while passing the train standing on the siding at Oak Street; in fact, special care must be used while running east of Clay Street. While it is the intention that certain trains shall not stop, it is the desire that no reckless running shall be done, but that trains shall be kept moving at a safe and reasonable rate of speed.

Trains passing through stations at which they do not stop will do so without working steam, running with care, although the speed need not be reduced, unless in case of emergency, beyond the natural drop in speed consequent on shutting off the steam when entering the stations; and, in case steam has to be used in going through a station, the engine should be worked in such a manner as to make as little noise as possible.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Clinton, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

Trains will avoid meeting or passing each other between Webster and Clay Streets. When trains are on time the meets should come east of Webster Street. Whenever an east-bound train is delayed, and is not in sight at Market Street, the west-bound train will proceed, and the east-bound train must not pass Clay Street until the opposing train has been met.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — ——— —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineer of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Alameda.

Local Trains.

FROM SAN FRANCISCO.

441 Daily.	439 Sunday Only.	437 Daily.	435 Sunday Only.	433 Daily, Ex. Sun.	431 Daily.	429 Sunday Only.	427 Daily.	425 Sunday Only.	423 Daily.	421 Sunday Only.	419 Daily, Ex. Sun.	417 Daily.	415 Daily, Ex. Sun.	413 Daily.	411 Daily, Ex. Sun.	409 Daily.	407 Daily, Ex. Sun.	405 Sunday Only.	403 Daily, Ex. Sun.	401 Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 1, August 12, 1893.	
P M LV	P M LV	P M LV	P M LV		NOON LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV		A M LV				
2.00	1.30	1.00	12.30	.....	12.00 PM	11.30	11.00	10.30	10.00	9.30	9.30	9.00	8.30	8.00	7.30	7.00	6.30	.....	6.00	.....	0.00	....San Francisco 4.50	Steamer.
2.18	1.48	1.18	12.48	.....	12.18	11.48	11.18	10.48	10.18	9.48	9.48	9.18	8.48	8.18	7.48	7.18	6.48	.....	6.18	.....	4.50	....Oakland Pier	
		12		10	10		10		10		11	10	11	10	11	10	11		10	11		Week-day run.	
2.24	1.54	1.24	12.54	No Cars, Engine only.	12.24	11.54 PM	11.24	10.54	10.24	9.54	9.54	9.24	8.54	8.24	7.54	7.24	6.54	A M LV 6.24	6.24	A M LV 5.54	4.50	....Oakland Pier 3.15	Via First Street.
2.31	2.01	1.31	1.01	.....	12.31	12.01	11.31	11.01	10.31	10.01	10.01	9 31	9.01	8.31	8.01	7.31	7.01	No Cars, Engine only. 6.31	6.31	No Cars, Engine only. 6.01	7.65	....First St 3.48	
2.45	2.15	1.45	1.15	PM LV 12.45	12.45	12.15	11.45	11.15	10.45	10.15	10.15	9.45	9.15	8.45	8.15	7.45	7.15	6.45	6.45	6.15	11.13	....Alameda 1 09	
P M AR	P M AR	P M AR	P M AR	12.50 P M AR	P M AR	P M AR	A M AR	A M AR	A M AR	A M AR	10.20 AM AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	12.22	....Fruitvale	
		12		10	12	10	12	10	12	10		11		11		11		11				Sunday run.	

471 Daily.	469 Daily.	467 Daily.	465 Daily.	463 Daily.	461 Daily.	459 Daily.	457 Daily	455 Daily.	453 Daily.	451 Daily.	449 Daily.	447 Daily.	445 Daily.	443 Sunday Only.	DISTANCE FROM SAN FRANCISCO.		
A M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV			
12.15	11.15	10.05	9.00	8.00	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	3.00	2.30	0.00	....San Francisco 4.50	Steamer.
12.33	11.33	10.23	9.18	8.18	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	3.18	2.48	4.50	....Oakland Pier	
13	13	13	13	13	11	13	12	11	13	12	11	13	12			Week-day run.	
12.37	11.37	10.27	9.24	8.24	7.24	6.54	6.24	5.54	5.24	4.54	4.24	3.54	3.24	2 54	4.50	....Oakland Pier 3.15	Via First Street.
12.44	11.44	10.34	9.31	8.31	7.31	7.01	6.31	6.01	5.31	5.01	4.31	4.01	3.31	3.01	7.65	....First St 3.48	
12.58	11.58	10.48	9.45	8.45	7.45	7.15	6.45	6.15	5.45	5.15	4.45	4.15	3.45	3.15	11.13	....Alameda 1.09	
1.03	P M AR	P M AR	P M AR	P M AR	7.50 P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	12.22	....Fruitvale	
A M AR 13	13	13	13	13	11	13	12	11	13	12	11	13	12	10		Sunday run.	

Trains Nos. **1-402**, Trains Nos. **3-404** on Sunday, and Trains Nos. **471-132**, will take two trains of cars between East Oakland and Alameda.

The crossing of the Santa Cruz Division at First Street and Webster Street, also the Alice Street Bridge, is protected by signals. See Sections 90 and 91, Rules Governing Signaling in Oakland, and be governed by them.

On double track, if a train has come to a stop or is about to do so, at any station, the engineer of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via First Street will give one long and three short blasts of the whistle, thus, ——— — — —. At all road crossings, public or private, and at stations, the bell must be rung.

WESTERN DIVISION: San Francisco and Fruitvale, via Alameda. Local Trains.

TIME TABLE No. 1, August 12, 1893.

TOWARD SAN FRANCISCO.

DISTANCE FROM FRUITVALE.		402 Daily, Ex. Sun.	404 Daily.	406 Daily, Ex. Sun.	408 Daily.	410 Daily, Ex. Sun.	412 Daily.	414 Daily, Ex. Sun.	416 Daily.	418 Daily, Ex. Sun.	420 Sunday Only.	422 Daily.	424 Sunday Only.	426 Daily.	428 Sunday Only.	430 Daily.	432 Sunday Only.	434 Daily, Ex. Sun.	436 Daily.	438 Sunday Only.	440 Daily.	442 Sunday Only.
San Francisco 4.50	Steamer.	12.22	A M AR 6.15	A M AR 6.45	A M AR 7.15	A M AR 7.45	A M AR 8.15	A M AR 8.45	A M AR 9.15	A M AR 9.45	A M AR 10.15	A M AR 10.15	A M AR 10.45	A M AR 11.15	A M AR 11.45	P M AR 12.15	P M AR 12.45	P M AR 1.15	.....	P M AR 1.45	P M AR 2.15	P M AR 2.45	PM AR 3.15
Oakland Pier		7.72	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	9.55	10.25	10.55	11.25	P M 11.55	12.25	12.55	.....	1.25	1.55	2.25	2.55
Week-day run.			11	10	11	10	11	10	11	10	11		10		10		10		12	12		12	
Oakland Pier 3.15	Via First Street.	7.72	5.49	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	9.49	10.19	10.49	11.19	11.49	12.19	12.49	No Cars. Marine only.	1.19	1.49	2.19	2.49
First St 3.48		4.57	5.41	6.11	6.41	7.11	7.41	8.11	8.41	9.11	9.41	9.41	10.11	10.41	11.11	11.41	12.11	12.41	.....	1.11	1.41	2.11	2.41
Alameda 1.09		1.09	5.28	5.58	6.28	6.58	7.28	7.58	8.28	8.58	9.28	9.28	9.58	10.28	10.58	11.28	P M 11.58	12.28	PM AR 12.58	12.58	1.28	1.58	2.28
Fruitvale		0.00	5.20	5.50	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV 9.20	A M LV	A M LV	A M LV	A M LV	A M LV	PM LV	P M LV 12.52	P M LV	P M LV	P M LV	P M LV .....
Sunday run.			A M LV	A M LV 11		11		11		11		A M LV 10	11	10	12	10	12	10	P M LV	12	10	12	10

		444 Daily.	446 Daily. Ex. Sun.	448 Sun. Only.	450 Daily	452 Daily.	454 Daily.	456 Daily.	458 Daily.	460 Daily.	462 Daily.	464 Daily	466 Daily.	468 Daily.	470 Daily.	472 Daily.
San Francisco 4.50	Steamer.	12.22	P M AR 3.45	P M AR 4.15	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	P M AR 8.45	P M AR 9.45	PM AR 10.50	MIDN. AR 12.00	.....
Oakland Pier		7.72	3.25	3.55	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	8.25	9.25	10.30	MIDN. 11.40	.....
Week-day run.			12	11		12	13	11	12	13	11	12	13	13	13	13	13
Oakland Pier 3.15	Via First Street.	7.72	3.19	3.49	3.49	4.19	4.49	5.19	5.49	6.19	6.49	7.19	8.19	9.19	10.19	11.30	A M AR 12.20
First St 3.48		4.57	3.11	3.41	3.41	4.11	4.41	5.11	5.41	6.11	6.41	7.11	8.11	9.11	10.11	11.22	12.11
Alameda 1.09		1.09	2.58	3.28	3.28	3.58	4.28	4.58	5.28	5.58	6.28	6.58	7.58	8.58	9.58	11.08	A M 12.00
Fruitvale		0.00	P M LV	P M LV 3.20	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	MID. LV .....
Sunday run.			12	P M LV 10	12	13	11	12	13	11	12	13	13	13	13	13	13

No Cars, Engine only.

Trains Nos. **1-402**, Trains Nos. **3-404** on Sunday, and Trains Nos. **471-132**, will take two trains of cars between East Oakland and Alameda.

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On double track, if a train has come to a stop or is about to do so, at any station, the engineer of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via First Street will give one long and three short blasts of the whistle, thus, ——— — — —. At all road crossings, public or private, and at stations, the bell must be rung.

WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

FROM SAN FRANCISCO.

241	239	237	235	233	231	229	227	225	223	221	219	217	215	213	211	209	207	205			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 1, August 12, 1893.
Sunday Only.	Daily. Foot-note.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily. Ex. Sun.	Daily.	Daily, Ex. Sun.	Sunday Only.	Daily, Ex. Sun.				
P M LV	P M LV	P M LV	P M LV	P M LV	NOON LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	.....	A M LV	.....	.....	0.00	....San Francisco
2.30	2.06	1.30	1.00	12.30	12.00	11.30	11.00	10.30	10.00	9.30	9.00	8.30	8.00	7.30	7.00	6.30		6.00				4.50
2.48	2.18	1.48	1.18	12.48	P M 12.18	11.48	11.18	10.48	10.18	9.48	9.18	8.48	8.18	7.48	7.18	6.48	.....	6.18	.....	.....	4.50	....Oakland Pier
	16		16		16		16		16	15	14	16	15	14	16	15		14				Week-day run.
2.55	2.25	1.55	1.25	12.55	12.25	11.55	11.25	10.55	10.25	9.55	9.25	8.55	8.25	7.55	7.25	6.55	A M LV 6.25	6.25	.....	.....	4.50	....Oakland Pier
						P M											No Cars, Engine only.					3.46
3.05	2.35	2.05	1.35	1.05	12.35	12.05	11.35	11.05	10.35	10.05	9.35	9.05	8.35	8.05	7.35	7.05	6.35	6.35	.....	.....	7.96	....Shell Mound
	Foot-note																					3.70
3.20	2.50	2.20	1.50	1.20	12.50	12.20	11.50	11.20	10.50	10.20	9.50	9.20	8.50	8.20	7.50	7.20	6.50	6.50	.....	.....	11.66	....Berryman
P M AR 14	P M AR 15	P M AR 16	P M AR 14	P M AR 15	P M AR 16	P M AR 14	A M AR 15	A M AR 16	A M AR 14	A M AR 15	A M AR 16	A M AR	A M AR 16	A M AR	A M AR 16	A M AR	A M AR 16	A M AR				Sunday run.

341	339	337	335	333	331	329	327	325	323	321	319	317	315	313	311	309		305	303	301		
Daily.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.		Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.		
P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	.....	A M LV	A M LV	A M LV	7.96	....Shell Mound
3.06	2.36	2.06	1.36	1.06	12.36	12.06	11.36	11.06	10.36	10.06	9.36	9.06	8.36	8.06	7.36	7.06		6.36	6.06	5.36		2.46
3.20	2.50	2.20	1.50	1.20	12.50	12.20	11.50	11.20	10.50	10.20	9.50	9.20	8.50	8.20	7.50	7.20	.....	6.50	6.20	5.50	10.42	....West Berkeley
P M AR 19	P M AR 19	P M AR 19	P M AR 19	P M AR 19	P M AR 19	P M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19	A M AR 19		A M AR 19	A M AR	A M AR		Daily run.

FOOT-NOTE.—Train No. 239 will have right of track to Berryman against Train No. 242 until 3.00 P. M.

On Saturday, the engine arriving on Train No. **262** will go direct to roundhouse, and the crew be dismissed. On other days it will go direct to Berryman as Train No. **261**, running with great care through all stations, especially Sixteenth Street and Berkeley. It must keep out of the way of Train No. **263**, following, and the enginemen must be prepared to protect themselves if necessary.

Should the train from San Francisco be held at Lorin station until it is ten minutes behind its arriving time at Berryman (excepting Trains Nos. 221 and 239 on week days only, and Trains Nos. 257 and 261), it will take the opposite track and return to Oakland Pier, using care to protect itself against the overdue train from Berryman when switching to opposite track.

Between Cedar Street switches and West Berkeley, the two tracks next the bay are to be used exclusively for through trains running via San Pablo; the others (the right-hand tracks going from San Francisco) will be for use of trains on this time table.

(Continued on page 10.)

271	269	267	265	263	261	259	257	255	253	251	249	247	245	243		
Daily.	Daily.	Daily.	Daily.	Daily.	Daily. Ex. Sat.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Dai'y.		
A M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	0.00	....San Francisco
12.15	11.15	10.05	9.00	8.00	.....	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	3.00		4.50
12.33	11.33	10.23	9.18	8.18	.....	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	3.18	4.50	....Oakland Pier
18	18	18	18	18	17	17	15	18	17	15	18	17	15	18		Week-day run.
12.38	11.38	10.28	9.25	8.25	No Cars, Engine only. 8.22	7.25	6.55	6.25	5.55	5.25	4.55	4.25	3.55	3.25	4.50	....Oakland Pier
																3.46
12.48	11.48	10.38	9.35	8.35	8.30	7.35	7.05	6.35	6.05	5.35	5.05	4.35	4.05	3.35	7.96	....Shell Mound
	A M															3.70
1.03	12.03	10.53	9.50	8.50	8.40	7.50	7.20	6.50	6.20	5.50	5.20	4.50	4.20	3.50	11.66	....Berryman
A M AR 18	A M AR 18	P M AR 18	P M AR 18	P M AR 18	P M AR 17	P M AR 17	P M AR 15	P M AR 18	P M AR 17	P M AR 15	P M AR 18	P M AR 17	P M AR 15	P M AR 16		Sunday run.

371	369	367	365	363	361	359	357	355	353	351	349	347	345	343		
Daily.	Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
A M LV	P M LV	P M LV	P M LV	P M LV	.....	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	7.96	....Shell Mound
12.49	11.49	10.39	9.36	8.36	.....	7.36	7.06	6.36	6.06	5.36	5.06	4.36	4.06	3.36		2.46
	A M															
1.03	12.03	10.53	9.50	8.50	.....	7.50	7.20	6.50	6.20	5.50	5.20	4.50	4.20	3.50	10.42	....West Berkeley
A M AR 20	A M AR 20	P M AR 20	P M AR 20	P M AR 20		P M AR 20	P M AR 20	P M AR 20	P M AR 20	P M AR 20	P M AR 20	P M AR 20	P M AR 20	P M AR 20		Daily run.

WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

TIME TABLE No. 1, August 12, 1893.

TOWARD SAN FRANCISCO.

	DISTANCES.	202 Daily, Ex. Sun.	204 Daily.	206 Daily, Ex. Sun.	208 Daily.	210 Daily, Ex. Sun.	212 Daily.	214 Daily, Ex. Sun.	216 Daily.	218 Daily.	220 Daily	222 Sunday Only.		226 Daily.	228 Sunday Only.	230 Daily.	232 Sunday Only.	234 Daily.	236 Sunday Only.	238 Daily.	240 Sunday Only.	242 Daily. Foot-note.
....San Francisco..... 4.50	11.66	A M AR 6.15	A M AR 6.45	A M AR 7.15	A M AR 7.45	A M AR 8.15	A M AR 8.45	A M AR 9.15	A M AR 9.45	A M AR 10.15	A M AR 10.45	A M AR 11.15	.....	A M AR 11.45	P M AR 12.15	P M AR 12.45	P M AR 1.15	P M AR 1.45	P M AR 2.15	P M AR 2.45	P M AR 3.15	P M AR 3.45
....Oakland Pier.....	7.16	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	.....	11.25	P M 11.55	12.25	12.55	1.25	1.55	2.25	2.55	3.25
Week-day run ☞		14	15	16	14	15	16	14	15	16	14			16		16		16		16		16
....Oakland Pier..... 3.46	7.16	5.48	6.18	6.48	7.18	7.48	8.18	8.48	9.18	9.48	10.18	10.48	.....	11.18	11.48	12.18	12.48	1.18	1.48	2.18	2.48	3.18
....Shell Mound..... 3.70	3.70	5.36	6.06	6.36	7.06	7.36	8.06	8.36	9.06	9.36	10.06	10.36	.....	11.06	11.36	12.06	12.36	1.06	1.36	2.06	2.36	3.06
....Berryman	0.00	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	.....	10.55	11.25	P M 11.55	12.25	12.55	1.25	1.55	2.25	Foot-note 2.55
Sunday run ☞		A M LV	A M LV 16	A M LV	A M LV 16	A M LV	A M LV 16	A M LV	A M LV 16	A M LV 14	A M LV 16	A M LV 15		A M LV 14	A M LV 16	A M LV 15	P M LV 14	P M LV 16	P M LV 15	P M LV 14	P M LV 16	P M LV 15

		302 Daily, Ex. Sun.	304 Daily.	306 Daily, Ex. Sun.	308 Daily.	310 Daily, Ex. Sun.	312 Daily.	314 Daily, Ex. Sun.	316 Daily.	318 Daily.	320 Daily.	322 Sunday Only.	324 Daily. Ex. Sun.	326 Daily.	328 Sunday Only.	330 Daily.	332 Sunday Only.	334 Daily.	336 Sunday Only.	338 Daily.	340 Sunday Only.	342 Daily.
....Shell Mound..... 2.46	2.46	A M AR 5.35	A M AR 6.05	A M AR 6.35	A M AR 7.05	A M AR 7.35	A M AR 8.05	A M AR 8.35	A M AR 9.05	A M AR 9.35	A M AR 10.05	A M AR 10.35	No S. P. connect'n	A M AR 10.35	A M AR 11.05	A M AR 11.35	P M AR 12.05	P M AR 12.35	P M AR 1.05	P M AR 1.35	P M AR 2.05	P M AR 2.35	P M AR 3.05
....West Berkeley.....	0.00	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25		10.25	10.55	11.25	P M 11.55	12.25	12.55	1.25	1.55	2.25	2.55
Daily run ☞		A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19	A M LV 19		A M LV 19	A M LV 19	A M LV 19	A M LV 19	P M LV 19	P M LV 19	P M LV 19	P M LV 19	P M LV 19	P M LV 20

		244 Daily.	246 Daily.	248 Daily.	250 Daily.	252 Daily.	254 Daily.	256 Daily.	258 Daily.		262 Daily.	264 Daily.	266 Daily.	268 Daily.	270 Daily.		
....San Francisco..... 4.50	11.66	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	.....	P M AR 8.45	P M AR 9.45	P M AR 10.50	Midn. AR 12.00	.....	.....	
....Oakland Pier.....	7.16	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	.....	8.25	9.25	10.30	MIDN. 11.40	.....	.....	
Week-day run ☞		17	18	15	17	18	15	17	18		17	18	18	18	18		
....Oakland Pier..... 3.46	7.16	3.48	4.18	4.48	5.18	5.48	6.18	6.48	7.18	.....	8.20	9.20	10.20	11.31	AM AR 12.30	.....	
....Shell Mound..... 3.70	3.70	3.36	4.06	4.36	5.06	5.36	6.06	6.36	7.06	.....	8.06	9.06	10.06	11.16	12.20	.....	
....Berryman	0.00	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	.....	7.55	8.55	9.55	11.05	12.10	.....	
Sunday run ☞		P M LV 17	P M LV 18	P M LV 15	P M LV 17	P M LV 18	P M LV 15	P M LV 17	P M LV 18		P M LV 17	P M LV 18	P M LV 18	P M LV 18	AM LV 18		

		344 Daily.	346 Daily.	348 Daily.	350 Daily.	352 Daily.	354 Daily.	356 Daily.	358 Daily.	360 Daily.	362 Daily.	364 Daily.	366 Daily.	368 Daily.	370 Daily.	
....Shell Mound..... 2.46	2.46	P M AR 3.35	P M AR 4.05	P M AR 4.35	P M AR 5.05	P M AR 5.35	P M AR 6.05	P M AR 6.35	P M AR 7.05	No S. P. connect'n PM AR 7.35	P M AR 8.05	P M AR 9.05	P M AR 10.05	P M AR 11.15	No S. P. connect'n AM AR 12.20	.....
....West Berkeley.....	0.00	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	PM LV 20	7.55	8.55	9.55	11.05	AM LV 20	.....
Daily run ☞		P M LV 20	P M LV 20	P M LV 20	P M LV 20	P M LV 20	P M LV 20	P M LV 20	P M LV 20		P M LV 20	P M LV 20	P M LV 20	P M LV 20		

FOOT-NOTE.—Train No. 239 will have right of track to Berryman against Train No. 242 until 3.00 P. M.

On Saturday, the engine arriving on Train No. **262** will go direct to roundhouse, and the crew be dismissed. On other days it will go direct to Berryman as Train No. **261**, running with great care through all stations, especially Sixteenth street and Berkeley. It must keep out of the way of train No. **263**, following, and the enginemen must be prepared to protect themselves if necessary.

Should the train from San Francisco be held at Lorin station until it is ten minutes behind its arriving time at Berryman (excepting Trains Nos. 221 and 239 on week days only, and Trains Nos. 257 and 261), it will take the opposite track and return to Oakland Pier, using care to protect itself against the overdue train from Berryman when switching to opposite track.

Between Cedar Street switches and West Berkeley, the two tracks next the bay are to be used exclusively for through trains running via San Pablo; the others (the right-hand tracks going from San Francisco) will be for use of trains on this time table.

(Continued on page 10.)

(Continued from page 8.)

On double track, if a train has come to a stop, or is about to do so, at any station, the engineer of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via Shell Mound will give two short and one long blasts of the whistle, thus, – – —. At all road crossings, public and private, the bell must be rung.

(Continued from page 9.)

On double track, if a train has come to a stop, or is about to do so, at any st[illegible] the engineer of an opposing train should run slowly, so as to allow the other train to do its s[illegible]on work and leave before he arrives, without the necessity of bringing his train to a stop. The[illegible] trains must not be in the station at the same time.

When using the whistle, trains running via Shell Mound will give two short and one long blasts of the whistle, thus, – – —. At all road crossings, public and private, the bell must be rung.

SPECIAL RULES.

OAKLAND (SEVENTH STREET) LINE.

Attention is called to the change in the switch at the end of the double track. The switch at the east end of new link put in between Jackson and Madison Streets will hereafter be the junction switch, and the north track east of the link will be used as a siding for the Oak Street train. East-bound Fruitvale trains must be careful not to over-run the new switch when meeting west-bound train near Jackson Street.

The regular local from Fruitvale on arriving at the Pier will pull down as far as it can to allow the Oak Street train following to come behind it on the same track. If the Alameda and Berkeley engines have passed it will go to the end of the shed, if not it must not block Alameda or Berkeley track, as the case may be. After the Berkeley and Alameda engines have passed the engine will be cut off and may pull down and get coal and water, if necessary. The engine of the Oak Street train is not to be uncoupled from its train, but after the passengers have alighted will pull down and couple to the train ahead. This engine will then take both trains around into the north shed. The conductor of each train must see to it, however, that a man is stationed on the forward car going either way with the air under control. The engine which came in first will follow around and drop in on the Oak Street train. The engine which came in with the Oak Street train, and took the two trains around, will take out the through train. Train crews will stay with the engines, changing trains each trip while Oak Street trains are running.

At East Oakland trains will be tied up as below: Trains Nos. 118, 117 and 121 on Badger Park track in the order named; Train No. 130 on the middle spur; and Train No. 133 on the passing track.

In the morning crews will take out engines tied up on runs of previous day as below: *On week days*, run 1, engine of run 9; run 2, engine of run 8; run 3, engine of run 4; run 5, engine of run 6. *On Sunday*, run 1, engine of run 7; run 2, engine of run 9; run 3, engine of run 4; run 4, engine of run 8; run 5, engine of run 6.

Engines will be changed at the Pier on arrival of trains as below: *On week days*, Trains Nos. 2, 6, 10, 54, 66, 70, 78 and 82. *On Sunday*, Trains Nos. 6, 10, 16, 54, 66, 70, 78 and 82.

ALAMEDA LINE.

At East Oakland trains will be sidetracked as follows: Trains Nos. 44 and 120 on south spur track; Train No. 132 on local main line, opposite the depot.

In the morning crews will take out engines tied up on runs of previous day as below: Run 10, engine of run 13; run 11, engine of run 12.

Engines will be changed as below: *On week days*, at the Pier, on arrival of Train No. 430. The crew on Train No. 401 will change engines at the roundhouse. The crew of run 13 will bring engine to the Pier in time to take out Train No. 447. *On Sunday*, the crew of run 12 will bring engine to the Pier in time to take out Train No. 423, relieving the crew and engine on run 11. The crew of run 11 will bring engine to the Pier in time to take out Train No. 449, relieving the crew of run 10. Crew of run 13 will bring engine to the Pier in time to take out Train No. 447. On Train No. 405 crew will change engines at the roundhouse.

BERKELEY LINE.

At Berryman, trains will be sidetracked as follows: *On week days*, Trains Nos. 221 and 271 on the west spur; Train No. 257 on middle spur; Train No. 269 on main track in front of the depot. *On Sunday*, Train No. 257 on middle spur; Train No. 269 on west spur; and Train No. 271 on main track in front of depot.

In the morning, crews will take out engines tied up on runs of the previous day as below: *On week days*, run 14, engine of run 15; run 15, engine of run 18; run 16, engine of run 17. *On Sunday*, run 14, engine of run 15; run 16, engine of run 18.

Engine changes at Pier will be made as below: *On week days*, on arrival of Trains Nos. 204 and 238. The crew of engine on run 18 will bring engine from the roundhouse in time to go out on Train No. 243. *On Sunday*, change will be made on arrival of Train No. 204. On arrival of Trains Nos. 238 and 240 crews will take engines to the roundhouse to change, and return in time to go out on Trains Nos. 241 and 243 respectively. Crew of engine on run 15 will bring engine from the roundhouse in time to go out on Train No. 221.

Conductors and enginemen may run their trains into terminal stations, regardless of themselves as running opposing trains originating at said stations.

For uniformity in signals, where double-end engines are used: After the engine has been coupled onto the train ready to leave at either terminal of run, until it is detached at the other terminal, the engine should be considered on head-end, and signals given accordingly, regardless of direction in which engine is headed. While switching at terminals, signals should be according to the way engine is headed.

The small figures in each column denote the number of the run week days or Sunday, and all runs will change daily, going from a higher to the next lower number, except runs Nos. 19 and 20, which will change on Sunday.

When from any cause a crew finds itself on a run not assigned to it for the day, under the foregoing rule, they will continue on that run until it is finished or they receive orders to the contrary.

Main tracks from the depot at Oakland Pier will be numbered 1, 2, 3 and 4, commencing with the north track as No. 1.

Trains running via Seventh Street to Oakland, and trains running via Shell Mound, also main-line trains of the Port Costa Line, will leave Oakland Pier on track No. 2. Trains running to Alameda via First Street, also main-line trains of the Livermore Line, will leave Oakland Pier on track No. 4. Trains running via Shell Mound, also main-line trains of the Port Costa Line, will arrive at Oakland Pier on track No. 1. Trains from Oakland via Seventh Street, trains from Alameda via First Street, also main-line trains of the Livermore Line, will arrive at Oakland Pier on track No. 3. While these trains are running upon the same track, the ten-minute provision in Rules 88 and 89 may be disregarded; *but all trains must be kept well in hand and moved with great care*, subject to Rules governing Signaling in Oakland. Be prepared to promptly protect both front and rear of trains.

OBSERVE: Trains on Seventh Street will run on left-hand track; but on all other double track they will run on right-hand track.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop when wheels are found sliding. Enginemen must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

SEE RULE 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.